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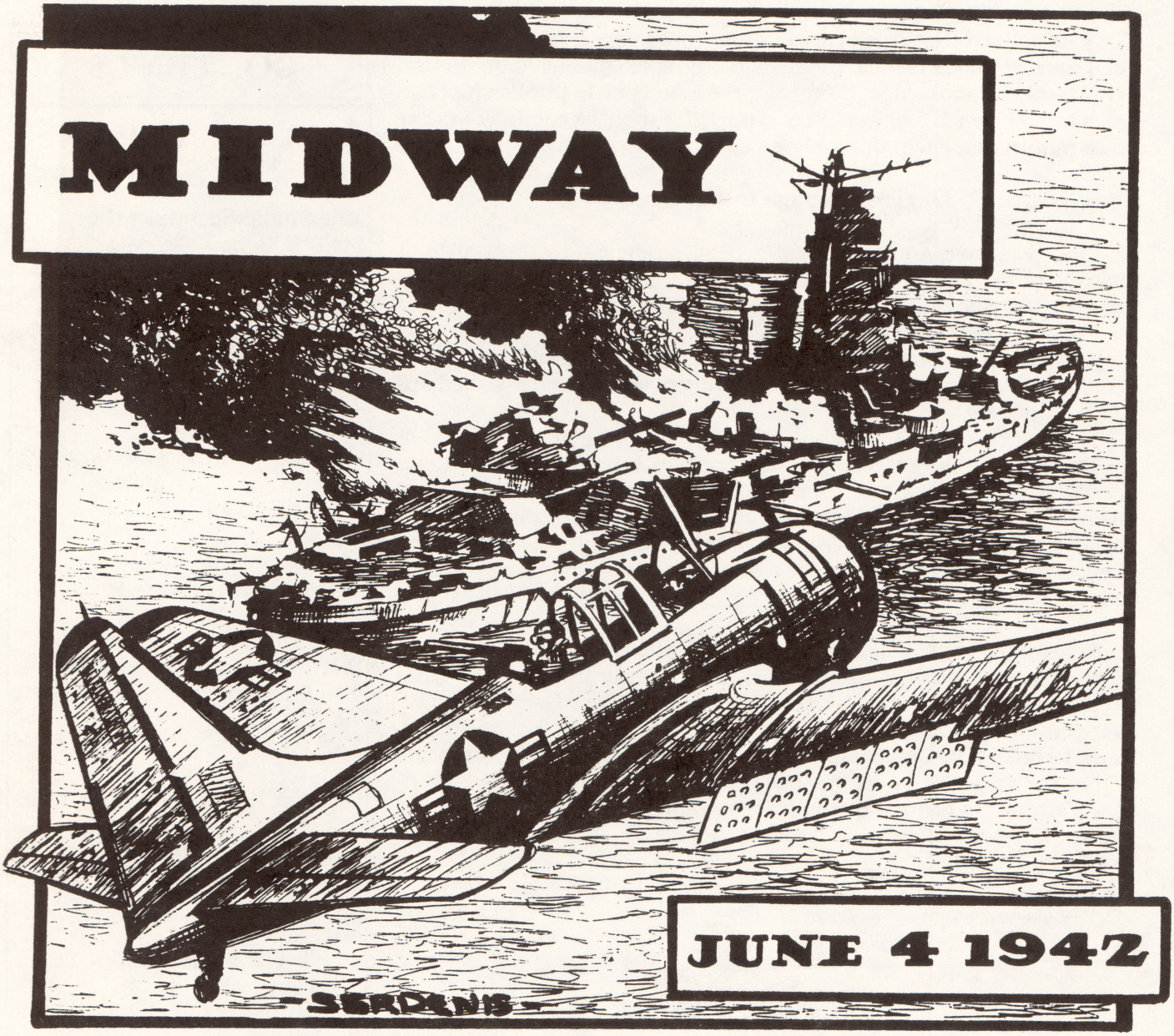
Yankee WINGS

THE MAGAZINE OF THE YANKEE AIR FORCE



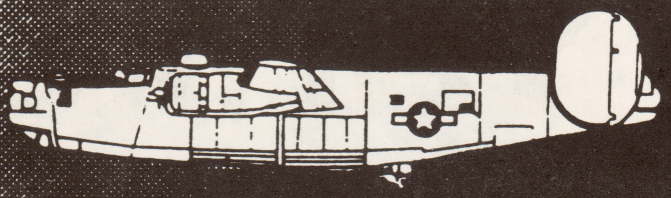
YANKEE AIR FORCE

Also in this issue...

- **F-117A Stealth Fighter**
- **More on the Kido Butai**
- **Stealth Bomber Operational?**

...and more!

Yankee WINGS



Inside Yankee Wings...

Official Publication of The Yankee Air Force©

If you noticed that this issue is thinner (20 pages) and later (May-July) than previous issues, the reason is simple: money. A reduction in the publications budget has prompted a decision to publish just five times in 1992, with two issues covering three months each. The other three-month issue will probably be October - December.

"A glorious page in our history"

That was how Admiral Chester Nimitz referred to the Battle of Midway, occurring fifty years ago this June. Our lead article summarizes the historic battle, with appropriate illustration. The details of the Japanese carriers would not have shown well on a single page, so they were run across the center-spread. An interesting article by aviation historian Bruce Fraites describing how they were marked appears on page 9.

Often lost in the vast sweep of a major battle are the contributions of individual participants. Most enthusiasts are aware of the final mission of Torpedo Squadron 8, but this very saga overshadows the numerous individual efforts which contributed to the outcome, all too often at the cost of lives. May they all live forever in the hearts of their countrymen.

A little-known sidelight concerns the *other* action at Midway by members of Torpedo 8. A cadre of over twenty aircrew had been detached to Long Island, NY to take delivery of six Grumman TBF Avenger torpedo bombers, the eventual replacements for the squadron's Douglas TBD Devastators. This group arrived on Midway too late to join their squadron on the *USS Hornet*. They joined other land-based aircraft in the June 4th attacks against the carriers. Of the 18 airmen who took off, only two returned alive.

~ Jim Hanford

On the Cover...

Jim Serdenis depicts the "big gun" at Midway – a Douglas SBD Dauntless dive bomber over the Japanese heavy cruiser *Mikuma*. Originally damaged in a collision with her sister ship, *Magami*, both ships were hit by Allied bombs on June 6, inflicting fatal damage on *Mikuma*.

Aircraft line art in this issue courtesy of Squadron Signal Mail Order, unless otherwise noted.

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Japan's Stalingrad: Midway

by Jack B. Stankrauff

In late May 1942, a gigantic Japanese armada sailed to attack the island of Midway. The occupation of this tiny U.S. island would give the Imperial Navy a vital base to launch air and sea attacks against Pearl Harbor and the strategic Hawaiian Islands. Thus, the stage was set for one of World War II's most significant aircraft carrier battles.

They met at Midway...

RADM. Raymond A. Spruance. (USN)

VADM. Chuichi Nagumo

Japan's Strategic Goal: Hawaii's Sentry

Depending totally on the element of surprise, the Japanese purpose was to draw out the American fleet and destroy it. The architect of the Pearl Harbor attack, Admiral Isoruku Yamamoto, was pressured into hurriedly drafting the Midway attack plan as a result of the Doolittle raid on Tokyo and other Japanese cities on April 18, 1942. Japan's military leadership had lost face because they had publicly boasted that no bombs would ever fall on Japanese cities.

Outermost of the island chain, Midway is 1,136 miles northwest of the Hawaiian Islands. The entire atoll of Midway is six miles in diameter. It had been a Pan American airfield since 1935, and a U.S. Naval Air Station since August 1941.

Midway was ready. On its landing field were 54 U.S. Marine Corps fighters, 32 Navy Catalina reconnaissance flying boats, 17 Air Force B-17s, and six new Navy TBF "Avenger" torpedo bombers. Two good radar search stations and dug-in Marine and Army units were steeled for an invasion. These gound units had been ready since the Japanese destroyers *Akebono* and *Ushio* shelled the island on the night of December 7, 1941, killing four. Admiral Chester Nimitz wasted little time reinforcing Midway with planes and men soon after the Pearl Harbor attack.

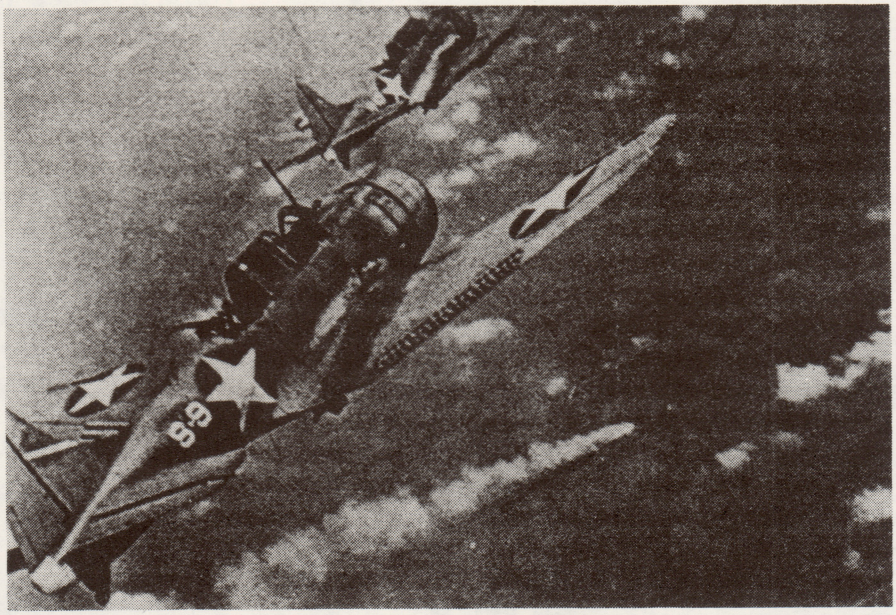
Yamamoto and his staff set to work drafting a plan for the attack and capture of Midway, with a diversionary feint toward the Aleutian Islands. It was Yamamoto's intention to make the Americans think that the invasion of the Aleutians was the main objective.

Yamamoto's strategy was to forge a ribbon defense at Kiska and Attu in the Aleutians, Midway (for operations against Hawaii), Wake (conquered earlier), and the Marshalls and Gilberts, for operations against Australia. The Battle of the Coral Sea ended this latter threat. The Japanese Naval Command and especially Yamamoto knew that this defense system must be completed by 1943, when the United States war production would gain momentum. Yamamoto had been a naval attache in Japan's Washington embassy, and he greatly feared America's industrial might.

Yamamoto's Blueprint

He meticulously set down a plan which called for his fleet, which included the bulk of Japan's aircraft carriers, to be split into five forces. Sixteen submarines would scout all American ship movements between Pearl Harbor and Midway. Fortunately for the U.S. Navy, they arrived too late to detect the movement of the carriers *Yorktown*, *Hornet* and *Enterprise* into the waters around Midway. The Main Striking Force under Admiral Nagumo with aircraft carriers *Akagi*, *Kaga*, *Hiryu* and *Soryu* and their screen of escort vessels would soften up Midway with an air attack. Following Nagumo's force was the Occupation Force, commanded by Admiral Kondo. It was comprised of 5,000 troops in transports, and supported by two battleships, six heavy cruisers and a destroyer screen. The troops were scheduled to invade Midway on June 5. The Main Body, commanded by Yamamoto, comprised seven battleships, including the *Yamato* with its 18-inch guns, two light carriers, cruisers, and destroyers. The Northern Area Force under Vice Admiral Hosogaya with carriers *Ryojo* and *Junyo*, two cruisers, destroyers plus four transports would strike Attu, Adak and Dutch Harbor in the Aleutians. In all the Japanese had committed against Midway six carriers (600 planes), seven battleships, 13 cruisers, 45 destroyers, and numerous troop transports.

The star of Midway...



Often-seen photo of SBDs from *Hornet's* Scouting Eight during attacks on Cruisers *Magami* and *Mikuma* on June 6, 1942. (USN)

Facing this awesome onslaught was the American Pacific Fleet which had three aircraft carriers, *Yorktown*, *Enterprise* and *Hornet* with their 250 planes, no battleships (they were either sunk or undergoing repair), eight cruisers, and twenty destoyers.

Yamamoto's Nemesis – Nimitz

After the Pearl Harbor attack, Admiral Chester E. Nimitz was appointed Commander-In-Chief of the Pacific Fleet. The shrewd World War I submariner was 57 at the time. Nimitz overruled his staff officers, who insisted that decoded Japanese messages were covering a second attack on Pearl Harbor, and correctly predicted that the enemy's target was Midway. He then ordered Admiral Raymond Spruance's Task Force 16 which included the carriers *Hornet* and *Enterprise*, and Admiral Frank Fletcher's Task Force 17, (*Yorktown*) to inflict damage on the Japanese without exposing themselves to their superior enemy.

Faulty Japanese Intelligence

Little did the Japanese know that the U.S. Navy had broken their code and knew their plans. Furthermore, Yamamoto thought that the *Yorktown* was sunk with the *Lexington* at the Battle of the Coral Sea four weeks earlier. Actually *Yorktown* was damaged, but she sailed to Pearl Harbor, where she was repaired in a record two days. Consequently, Yamamoto concluded that the Americans were without carriers and split his force into five groups. He also incorrectly assumed that the *Hornet* and *Enterprise* were operating in the Solomons. (As noted earlier, the enemy submarines failed to detect the three carriers' arrival in the Midway area.)

Japanese carrier planes erred during the December 7, 1941 attack on Pearl Harbor by failing to bomb the naval repair facilities and the storage tanks containing 4.5 million gallons of fuel oil. Had these been destroyed, the Pacific fleet would have had to retreat to the West Coast of the United States.

Moreover, had Yamamoto consolidated his naval strength into one single task force, the American forces would have probably been defeated and Midway invaded. To speculate further, the Hawaiian Islands would have been under constant air and sea attack and possibly even invaded. Instead, he based his strategy on a complicated, rigid plan based on what he thought the Americans would do, and was unpleasantly surprised.

The Attack

At 0553 Hours on June 4, 1942, 36 Japanese Zekes, 36 Vals and 36 Kates bore down on Midway and dropped their bombs. Obsolete Brewster Buffalos – no match for the superior enemy planes – were slaughtered as they valiantly rose to defend the island. The Americans retaliated with a counter strike without results, but the attacking B-17s, Vindicators and Avengers suffered heavy losses.

The U.S. Navy's Response

On a return to their carriers, Japanese flyers radioed that a second strike would be necessary on Midway. Meanwhile, a U.S. reconnaisance plane sighted Yamamoto's carrier force. On receiving this report, Spruance headed toward their location 250 miles northeast of Midway. Nagumo's carriers were in the frantic process of rearming their planes with incendiary and fragmentation bombs for that second strike. Then a Japanese reconnaisance plane reported sighting an American force without mentioning carriers. Another rearming was ordered – this time with torpedoes. At this time, the four Japanese carriers were vulnerable to attack. At this time American dive bombers and torpedo planes from the *Hornet*, *Enterprise* and *Yorktown* struck.

The slow Devastators were wiped out, with only one pilot surviving. Dauntlesses hit the *Akagi* with her flight deck full of planes being refueled and rearmed. Within minutes, she became a funeral pyre. Aboard the *Akagi* was Commander Fuchida who led the Pearl Harbor attack. Soon, *Kaga* was turned into a flaming crematorium and sank. *Soryu* was attacked by *Yorktown* dive bombers. She burned, and when the flames were later brought under control, the submarine *Nautilus* sank her.

The fourth carrier, *Hiryu*, launched planes which found and attacked the *Yorktown*. She was hit, despite her combat air patrol downing 10 Vals. Eight got through and torpedoed her. Unfortunately, her watertight integrity had been only half restored at the Pearl Harbor shipyard. The next day the destroyer *Hamann* was alongside supplying power to the mortally-damaged *Yorktown* when a Japanese submarine torpedoed and sank them both.

Hiryu's triumph was short-lived, because she was hit by *Yorktown* and *Enterprise* bombers. Raging fires ravaged her, and she also sank the following day. While avoiding attacks from carrier planes, the Japanese cruisers *Mogami* and *Mikuma* collided. The *Mogami* limped to Truk for repairs, but follow-on air attacks sank the *Mikuma*. (The *Mikuma* had sunk the Allied cruisers *Perth* and *Houston* in the Battle of the Java Sea.) Midway was costly for the Japanese: 3,500 men, four fleet carriers, a heavy cruiser and over 300 planes. American losses were 307 men, one carrier, one destroyer, and 150 planes.

The Aleutian Feint

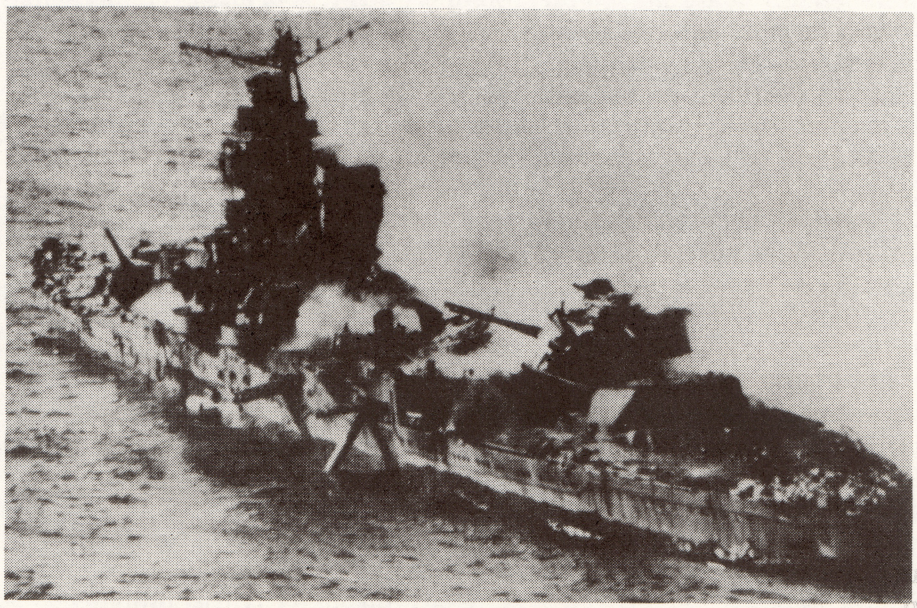
Dutch Harbor was bombed and both Attu and Kiska occupied. U.S. Forces later retook these remote outposts. Unknown to the Japanese, this diversion was also known to Nimitz, who sent a force under Vice Admiral Robert Theobald to stop the Japanese Northern Area Force.

Decisive and Final

Midway will stand in naval history as one of the most decisive carrier battles ever, because in only two days, the United States achieved a breathing period from Japanese expansion in the Pacific, as well as aircraft carrier parity. It was the first defeat of the Imperial Navy by a numerically-inferior force.

News of the Midway defeat was kept a closely-guarded secret in Japan. Wounded were brought to hospitals at night, and returning sailors were held incommunicado. All official military papers concerning Midway were burned. It

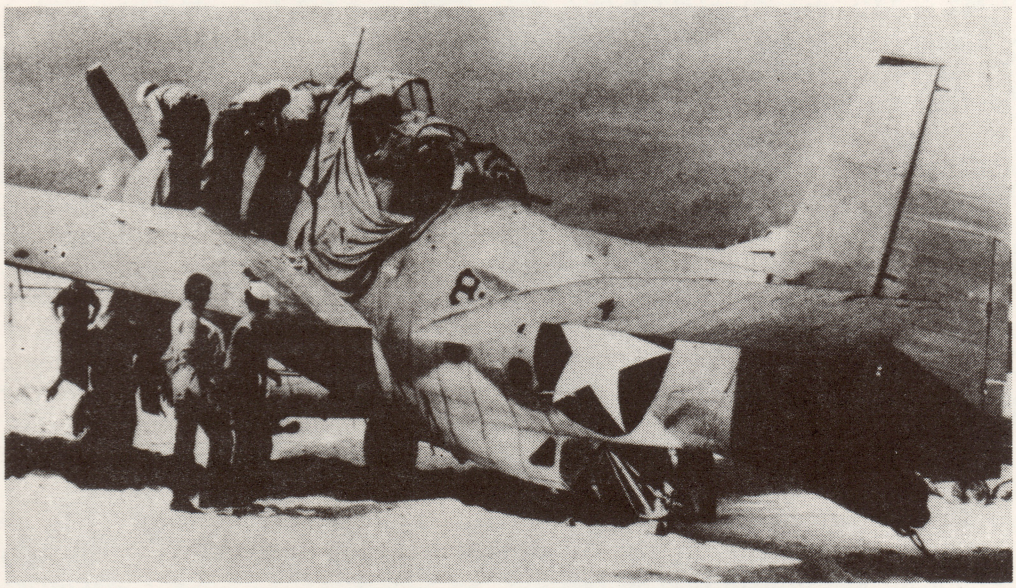
The vanquished...



Japanese heavy cruiser *Mikuma*, just hours before her plunge to the bottom. (USN)

wasn't until the 1950s that the Japanese public first learned of the defeat, when the survivors began publishing their battle accounts.

The price of victory...



Sole surviving aircraft of the Torpedo 8 detachment on Midway, a TBF-1 flown by ENS. Albert K. Earnest, was coded 8-T-1. (USN)

At Midway, Yamamoto not only lost his carriers, but irreplaceable experienced flight crews. The ineffectiveness of Japanese reconnaissance aircraft was obvious. And Japanese tactics were open to question since they used all of their planes at one time. This resulted in the need for all aircraft to be refueled and rearmed at the same time – leaving too few aircraft to protect the carriers in case of enemy attack, or for expediting follow-up attacks on the enemy. Instead of a victory, followed by needed rest and refitting, poker player Yamamoto had bet the entire farm at Midway, and had lost the best part of it.

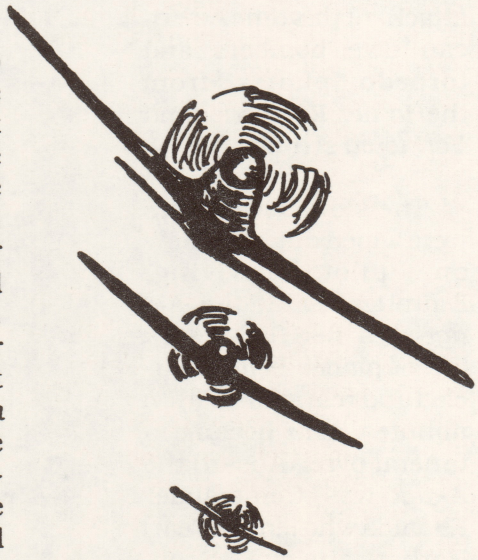
The battle also proved that the aircraft carrier had replaced the battleship as the capital ship of the navy. Now entire task forces would be built around U.S. carriers. No enemy warship would ever again be immune to carrier aircraft attack. Midway gave the U.S. Navy a respite until the big *Essex*-class carriers became available at the end of 1942.

The Devastator performed so poorly at Midway that it was stricken from the active rolls and replaced by the untried TBF Avenger. In all fairness, Devastators did sink the Japanese carrier *Shoho* and damaged the *Shokaku.* in the Battle of the Coral Sea. However, this success was overshadowed by its inability to perform at Midway where 37 out of 41 were shot down.

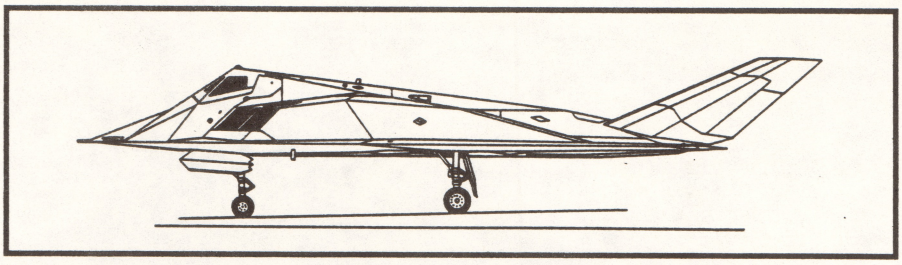
The Dauntless proved to be the most outstanding dive bomber and would continue to be so throughout the war. Able to absorb punishment, the Dauntless was a splendid dive bomber. Its armament and speed were greater than the Devastator. Another significant lesson learned was that greater coordination and planning was required for fighter cover and bomber strikes against enemy warshipping.

On the enemy side, the Zero proved to be the best fighter the Japanese could muster at that time. True, early in the Pacific war, the Zeke enjoyed being the formidable fighter with its 351 mph speed, but this would later be eclipsed when the Hellcats and Corsairs appeared in the skies. The Nakajima torpedo bomber Kate, which sank the *Yorktown* at Midway and both the *Lexington* and *Wasp* at the Battle of the Coral Sea was Japan's highest-scoring plane in terms of tonnage sunk. Aichi's Val was widely used at Pearl Harbor as a dive bomber, but its low speed (240 mph) soon made it easy prey for American fighters.

Midway forced the Japanese to consolidate their territorial gains, giving the initiative to the enemy. Now Japan was on the defensive. Consequently, the Japanese Imperial Sun began to set after the Battle of Midway. Pearl Harbor had been revenged. ✪



TALE SPINS



by Jack B. Stankrauff

Secrets of the Stealth Fighter

Over two thousand years ago, a Chinese general wrote "All warfare is deception." Today, in military aviation, deception is called stealth – the new, super-secret technological revolution. Using new materials, Lockheed built the secret F-117 Stealth "Nighthawk" fighter. This futuristic radar-evading plane is the ultimate in sophistication.

Shape and materials are paramount in designing and building stealth aircraft which can sneak past enemy aerial and ground radar detection. Lockheed, which had previously built the U-2 and SR-71 high-altitude and high-speed reconnaissance planes in its secret "Skunk Works" plant in Burbank, California began developing the F-117 in December 1978 under the code name, "Senior Trend." The new fighter, looking like a craft that only Darth Vader would fly in "Star Wars," made its maiden flight in June 1981. After testing and evaluation, F-117s were deployed to the 4450th Tactical Fighter Group at the U.S. Air Force's Tonopah Test Range, Nevada in October 1988.

While stationed at Tonopah, flight personnel were not even allowed to bring their families on the base due to secrecy. All F-117 pilots were volunteers for the program. For months, residents and tourists in the area occasionally saw black triangular-shaped jets flying over the desert at night. The F-117 Stealth fighter was finally made public by the Pentagon in November 1988.

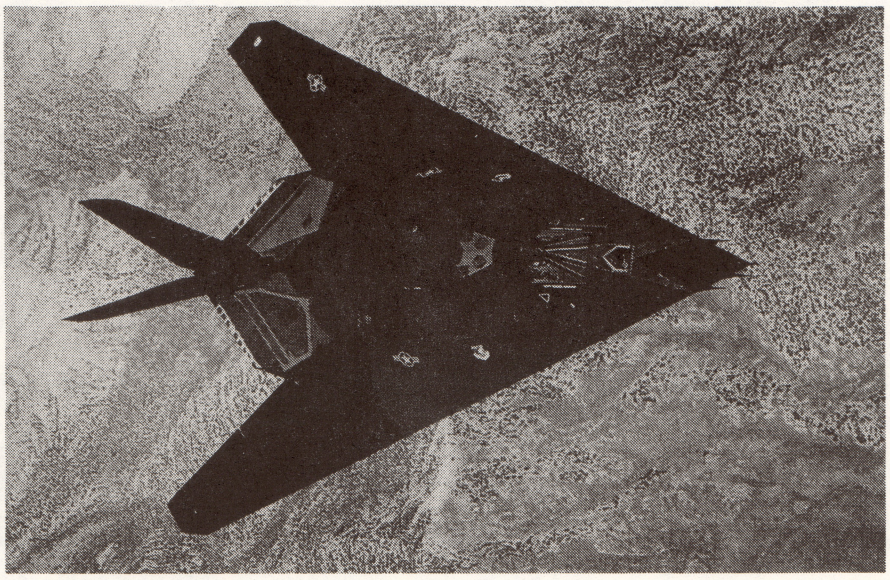
BB Pellet!

Having the radar cross section of a BB pellet, the F-117 is practically invisible to enemy radar systems, because of its radar absorbent coatings and construction materials. Carefully-angled, sloping construction causes radar signals to slide off and produce a smaller radar picture. In addition, special radar absorbent materials, such as polyurethane coated with plastic, La Nought (polyurethane coated with carbon), rubbers, nitriles and other ferrous materials, are glued on the F-117's exterior with epoxy adhesive. All communication antennae and other exterior gear are either removed or are retracted into the plane's interior. When flying over friendly civilian areas at night, navigation and warning lights are bolted on.

"Wobbly Goblin"

Nicknamed "Wobbly Goblin" by Air Force pilots, the delta-shaped fighter's mission is to slip through the enemy's radar and interceptors to attack and destroy his communications, command and control centers.

Flying inside a five-windowed cockpit canopy, the F-117 pilot sits in a McDonnell Douglas Advanced Capability Ejection Seat. In front of him is a cathode ray tube display, Honeywell inertial guidance navigation system, and HUD (Head Up Display) system projected on the canopy screen before him. F-16 Eagle fighter-type pedals and control stick interfaced with a fly-by-wire system



The F-117A was the workhorse of Operation Desert Storm.

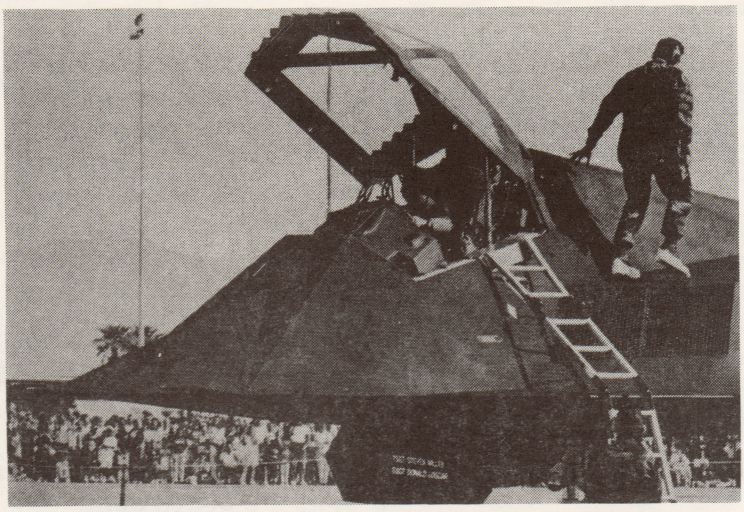


Photo showing the radar-defeating serrations around the cockpit, the pilot's HUD and unique entry ladder which protects the edges of the cockpit and wing. The ground crewman wears special covers over his boots. (James C. Goodall)

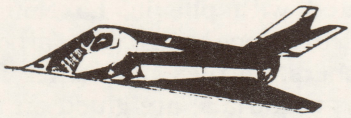
allow him maximum flight control.

Its wings are equipped with hydraulic pitch-roll controls and mechanical flaperons. It is rumored in military aviation circles that F-117 wings are removable, permitting it to be airlifted aboard a C-5 transport. In that event, however, it would take an experienced ground maintenance crew an extraordinary amount of time to remove those wings! The Stealth fighter's landing gear is the tricycle type, and the pilot can deploy a drag parachute and an arrester hook for landing.

Two General Electric P404-GS-F1D2 two-shaft turbofan engines with maximum-rated thrust of 10,800 pounds without afterburners power the F-117 to a speed of 603 mph at 35,000 feet. The exhausts are specially recessed to avoid a significant heat signature. Internal fuel capacity is 1,850 gallons of JP-4, with a consumption rate of 3,000 pounds per hour. The F-117's maximum range is 1,250 miles on internal fuel. The fuel receptacle for mid-air refueling is located behind the cockpit on top of the fuselage.

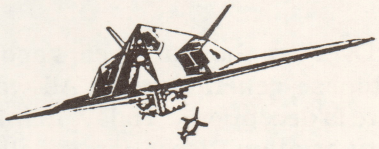
Dimensions

It is unlikely that the F-117 will win any awards for aesthetic appearance. The machine's wing span is 43 feet, 4 inches with a 67-degree sweep; length is 65 feet, 11 inches; height is 12 feet, 5 inches;



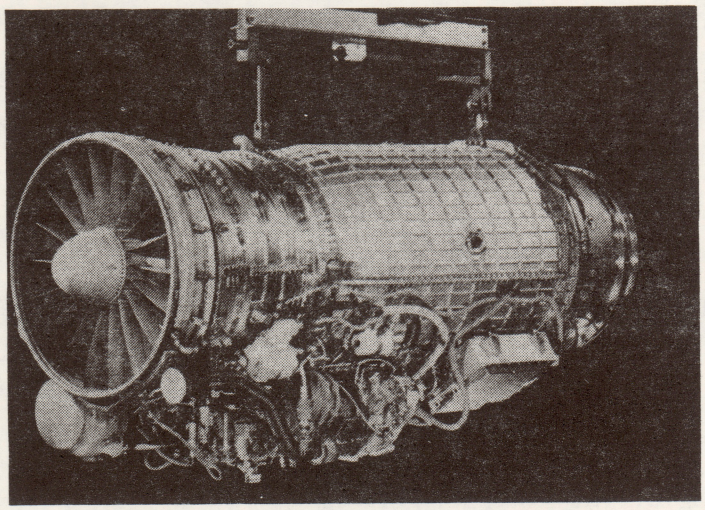
and vertical tail sweeps at 20 degrees. Empty the plane weighs 29,500 pounds, and its gross weight is 52,500 pounds.

Not presently equipped with air-to-air missiles or guns for defense, the F-117 can carry a 2,000 pound laser-guided bomb or a selection of smaller bombs. Its invisibility to radar is intended to be its best defense.



Combat

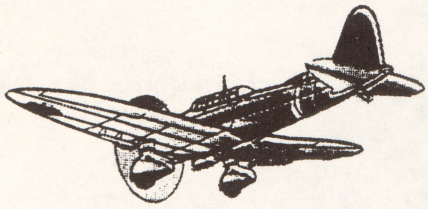
Although slated for the air raids on Libyan terrorist targets in 1986, the F-117 flights were cancelled. F-117s were used in the December 1989 action in Panama. During Operation Desert Storm, Stealth F-117s successfully hit their primary targets with laser-guided bombs. In the skies over Iraq, F-117 pilots said that the aircraft performed its invisibility role so well that even friendly aircraft didn't know they were there, and the Stealth pilots were just as concerned about friendly fire as enemy flak! ✪



The F-117A's F404-F1D2 engine is similar to the General Electric F404-GE-100D, very-low bypass turbofan engine. (GE)

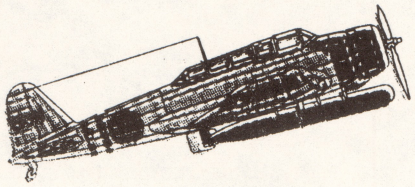
Japanese Aircraft Carriers at Pearl Harbor

by Bruce Fraites



In reference to the drawings on pages 10-11, note that all ships had a "Kata-Kana" symbol on their deck for identification, and *none* had a big, red "meatball" painted on the deck! *Shokaku* and *Zuikaku* had their kana near the bow. *Akagi* and *Hiryu* had port-side islands.

The Japanese aircraft at Pearl Harbor had fuselage and tail markings identifying their carrier. Fuselage stripes were in the division colors, i.e., the First Carrier Division color was red, the Second was blue, and the Fifth was white. *Akagi* (AI)* aircraft had one red stripe denoting the first ship in the first division, and *Kaga* (AII) aircraft had two red stripes. Others were *Soryu* (BI) – one blue; *Hiryu* (BII) – two blue; *Shokaku* (EI) – one white; and *Zuikaku* (EII) – two white, respectively. All aircraft (except possibly Fuchida's) had tail codes in red, consisting of the prefix in parenthesis above, a dash, and a three digit aircraft number. All Zeros had numbers in the 100 series, and Vals and Kates were 200s and 300s respectively.



Stripes on the vertical tail denote leaders' aircraft. A section leader had one stripe; a division leader, two; and a squadron leader or group leader, three. The Kates, which flew lower and slower, hence more vulnerable to ground fire, had green or green/brown camouflage applied to their top surfaces. All other aircraft were overall blue/gray, with black engine cowlings. There were **no** yellow Japanese aircraft at Pearl Harbor.

*Note: "A", the first letter of the alphabet, denotes 1st carrier division; "B" the 2nd, and "E" the 5th. I and II denoted the 1st and 2nd ships in the division.

Air Group Composition

Carrier	Zeke	Val	Kate
Akagi	18	18	27
Kaga	18	18	27
Soryu	18	18	18
Hiryu	18	18	18
Shokaku	18	27	27
Zuikaku	18	27	27

B-2s May Become Operational in 1993

Aviation Week & Space Technology recently reported that discussions have taken place between Northrop and USAF B-2 program officials which could provide two operational stealth bombers sometime in 1993. The current program calls for the first seven aircraft to be employed in various test programs, for which they must be specifically configured. The planned two-year closing in October 1993 of the McKinley Climatic Laboratory at Eglin AFB, however, has prompted a revision of B-2 test plans for that facility.

It has been proposed that the No. 5 aircraft, which was to be tested at Eglin, be finished as an operational bomber, and the tests at Eglin be accomplished with a later aircraft. A production speed-up could result in the No. 5 and No. 8 aircraft becoming available sooner than planned.

Political and financial factors are also influencing the reappraisal. Criticism of the program's cost has been well-publicized in the media, and has been partially responsible for cutbacks from the original 130 planned aircraft to 75 and then still further to 20. A lot of money was invested last year without any new aircraft added to the program. If the Air Force were to begin integrating B-2s into its new Air Combat Command, such criticism could be deflected.

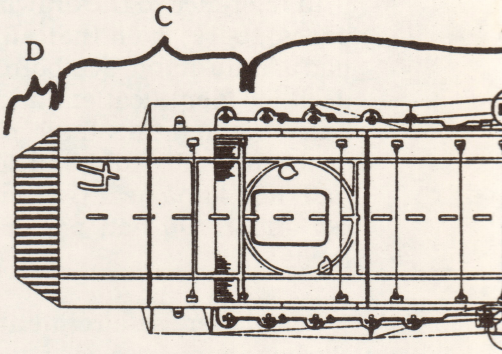
From the manufacturer's perspective, the program cutbacks have caused changes in the economics of scale, and there would be advantages in completing the 20-unit production run sooner, even if it meant adding a third shift. At this time, however, all proposals are merely discussion items, and the USAF is not betting on operational B-2s in 1993. ✪

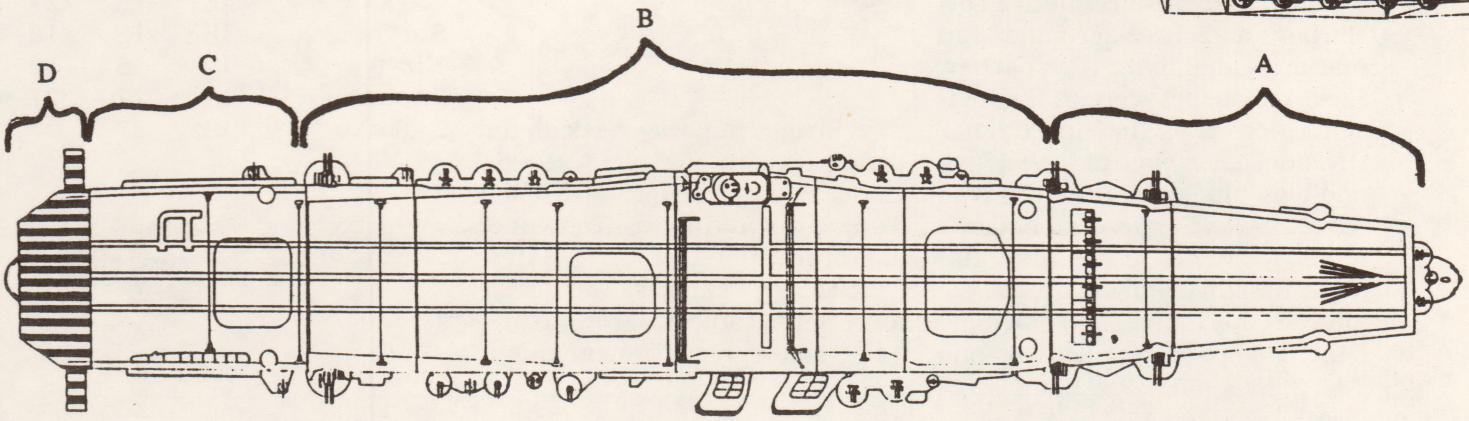
JAPANESE AIRCRAFT CARRIERS AT PEARL HARBOR

Shown below are line drawings of ships of the Kido Butai as they looked on December 7, 1941. It is assumed that they were similarly marked in the Battle of Midway. The maximum speed of each ship was 34 knots except *Akagi*, which could only do 31 kt. More information may be found in the article on page 9.

Color scheme: For each ship shown, the "A" and "C" areas were deck gray; the "B" section was natural wood; and "D" area, red/white stripes in the pattern shown. All elevators were deck gray and all striping and Kata Kanas were white.

Akagi was named for a mountain, because i was originally laid down as a battle cruiser.

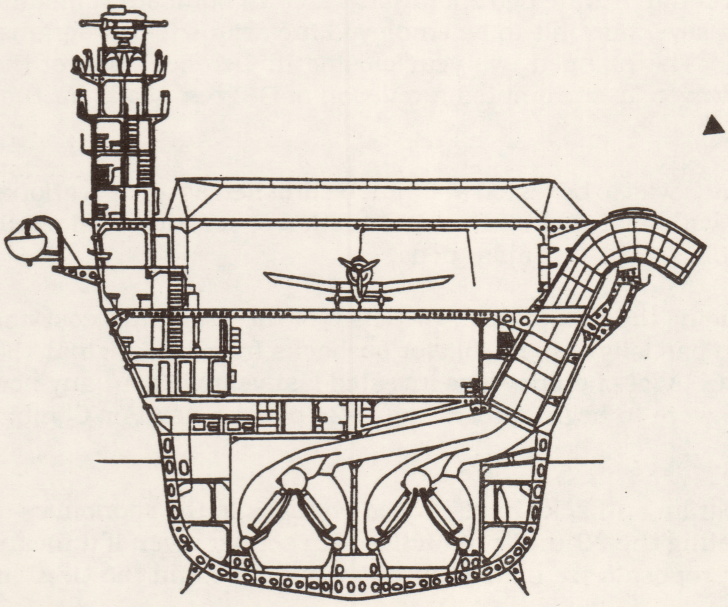




▲

Hiryu translates "Flying Dragon," and was considered a sister ship of *Soryu* ("Blue Dragon"), although *Hiryu* had a port-side island, as did *Akagi*. Note from the plan view of the hangar deck that neither the Vals nor Kates had folding wings, which reduced the number of aircraft carried.

▲



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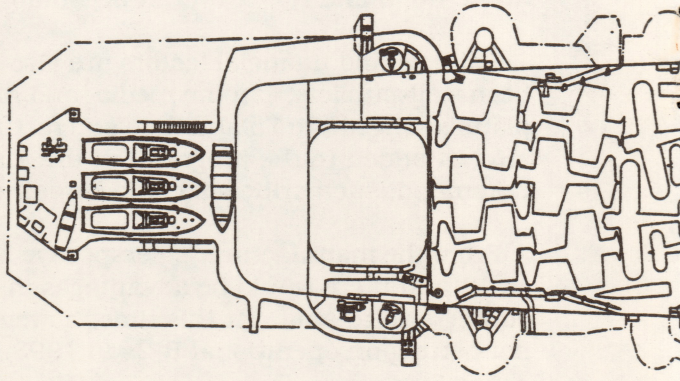
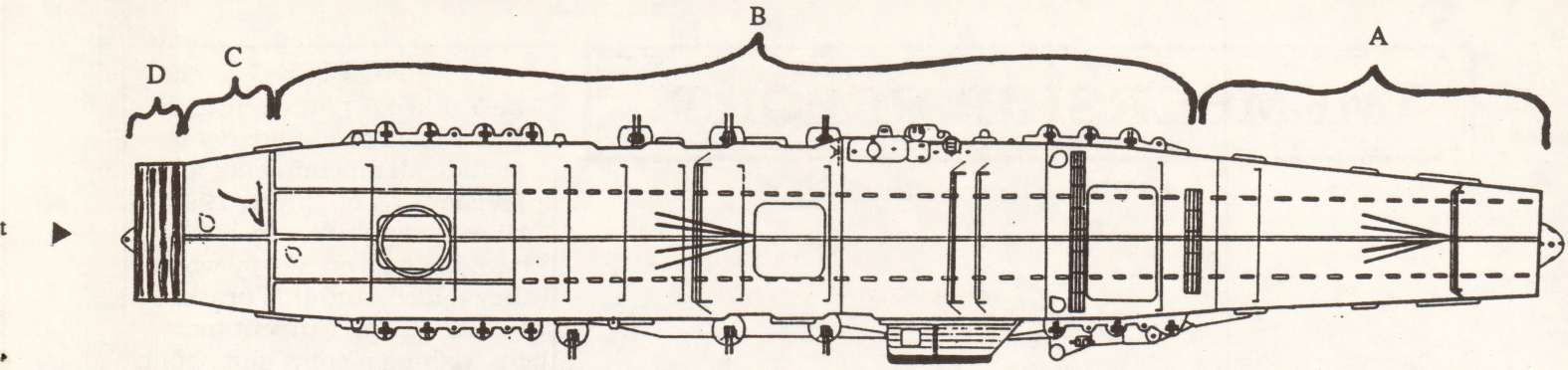
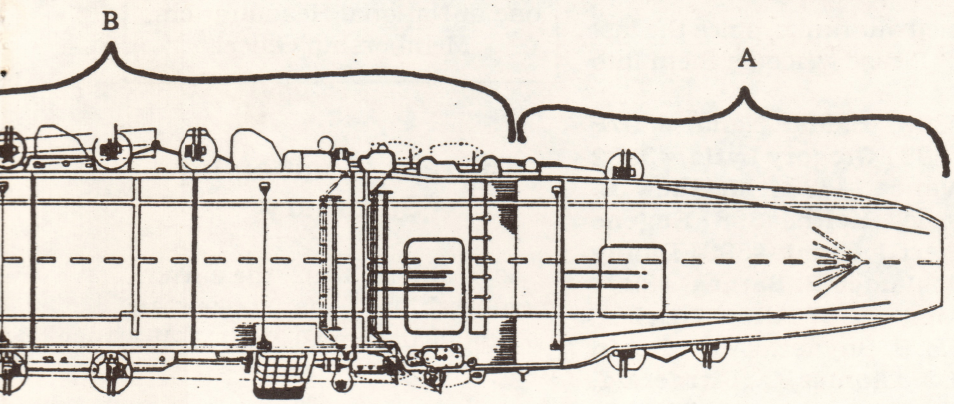
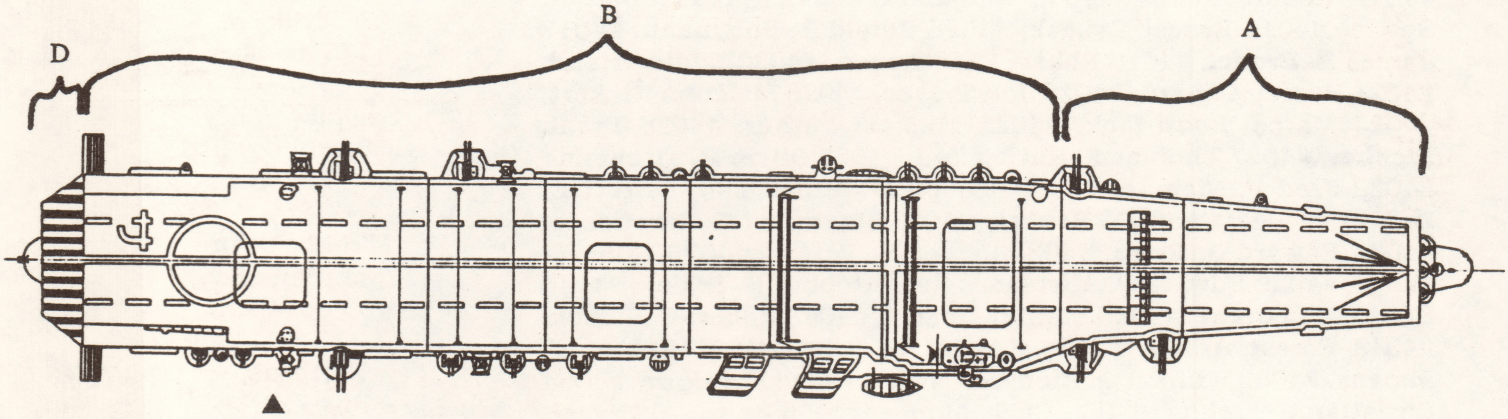




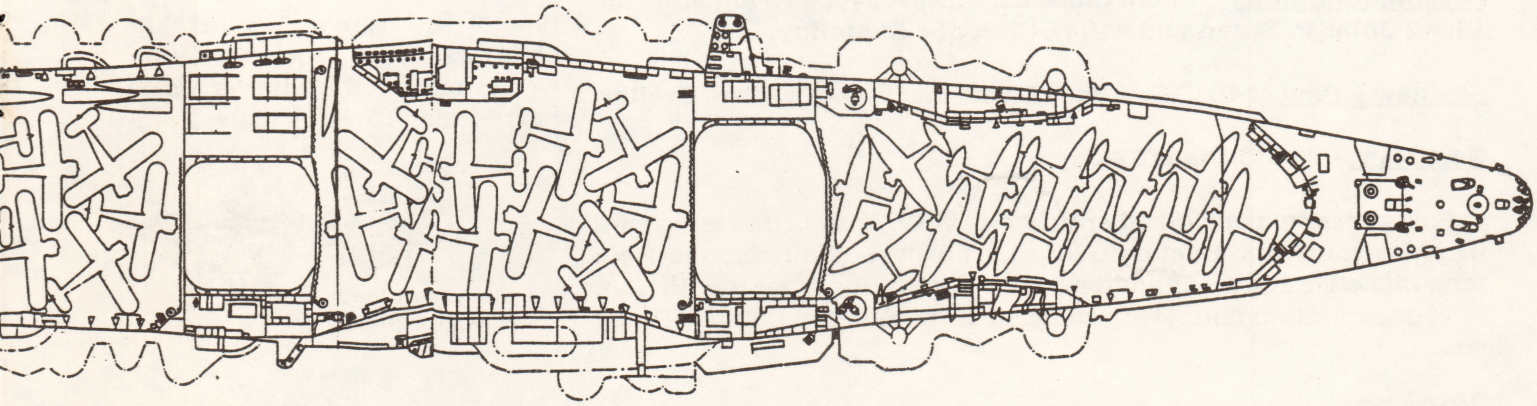


Kaga was named for an ancient Japanese province.



Soryu "Blue Dragon"

Neither *Shokaku* ("Flying Crane") nor *Zuikaku* ("Glorious Crane") was at Midway, but both were part of the Kido Butai.



MEMBERSHIP REPORT

by Charlie Lingenfelter

The following 86 new members have joined our ranks, since the last report in the March/April *Yankee Wings*. Please welcome them into our objectives, projects and activities:

Willow Run - #3976 **Dan W. Short**, #3977 **Safdar Nana**, #3978 **Horace E. Genee**, #3979 **David Ritter**, #3981 **Gregory Lytle**, #3982 **Arthur M. Ackerman**, #3983 **Robert Vance**, #3984 **Matthew B. Feko**, #3985 **John W. Perkins**, #3986 **Errol W. Keith**, #3987 **Eugene L. Kunz**, #3989 **Dana Hansen**, #3990 **Hubert J. Grant**, #3991 **Danny Sajewski**, #3992 **Cristy Woodruff**, #3993 **James B. Barnes**, #3994 **Edward G. Johnson**, #3996 **Julia L. Ritz**, #3997 **Alton Porchia**, #3998 **Dianna L. Woodruff**, #3999 **Donald H. Snyder**, #4000 **Robin Smith**, #4001 **Ralph V. Romska**, #4002 **Thomas C. Fitzgerald**, #4004 **Joseph M. Schema**, #4005 **Brian McCaughrin**, #4006 **Nancy McCaughrin**, #4007 **Katie Legg**, #4008 **Edward T. Wojtowicz**, #4009 **Vito Palazzolo**, #4010 **Robert G. Parker**, #4011 **Steven M. Oakes**, #4012 **Robert Oakes**, #4013 **Benjamin Oakes**, #4014 **John A. Spance**,#4015 **Ernest Ryback**, #4016 **Gerald A. Folgmann**, #4017 **James H. Brodel**, #4018 **Robert F. Schuman**, #4020 **Eddie Briand**, #4021 **Harvey Canard**, #4022 **Jon Treece**, #4023 **Malcolm Rickert**, #4024 **Marcel Loosbrock**, #4025 **Michael Luther**, #4026 **Frank Pichner**, #4027 **Thomas F. Rutherford**, #4028 **Oliver R. Titchenal**, #4029 **Fred P. Nieman**, #4030 **Joseph W. Miller**, #4031 **Brett E. Brewer**, #4032 **Chad D. Brewer**, #4033 **Raymond E. Newhouse**, #4034 **Edward J. Seitz**, #4035 **James S. Peters**, #4036 **Billie B. Lange**, #4039 **Edward F. Allstead**, #4040 **Richard H. Fraley**, #4044 **Kenneth L. Crane**, #4045 **Stanley Denski**, #4048 **Robert C. Bartok**, #4049 **Forest Arden**, #4050 **Edward S. King**, #4051 **Robert J. Shoens**, #4052 **William Q. Richards**, #4053 **Hideo Nagakura**, #4054 **Christian J. Ophus**, #4055 **Chris Moore**, #4056 **John. A. Frazer**, #4057 **Noel B. Ryal**, #4058 **Alexandre Borkhoche**, #4059 **Betty R. Evans**, #4060 **Dennis P. Reno** and #4061 **Donald L. Rosar**.

Mid-Michigan - #3988 **Kent G. Dupont**, #4003 **Michael C. Robinson**, #4037 **Charles L. Hayward**, #4038 **Linda M. Hayward** and #4046 **David J. Hynes**.

Wisconsin/Illinois - #3995 **Clarence P. Rose**, #4041 **Paul Monroe**, #4042 **John P. Breen** and #4047 **Clarence E. Molloy**.

Saginaw Valley - #4019 **C. James Maine** and #4043 **William Creller**.

Northeast - #3980 **Diana Dade**.

Please renew your membership on time. Your membership card includes your expiration date for that purpose. You also receive a renewal notice and a self-addressed envelope by mail, one month prior to your expiration date. We need your help and cooperation. Thank you.

NOTICE

The Yankee Air Force, Inc. By-Laws have been updated to include all amendments and revisions as of July 1, 1992. All new members, since 1987, have been given a copy when they joined, and this practice will continue. Current members wishing a copy, can obtain one at National Headquarters, Membership Office.

Current Membership Summary

As of July 1, 1992, the current membership of the Yankee Air Force (all divisions) totals 1451 members.

Membership by Division

Willow Run - Headquarters - Belleville, MI: 1175 members

Saginaw Valley - Saginaw, MI: 63 members

Mid-Michigan - Lapeer, MI: 58 members

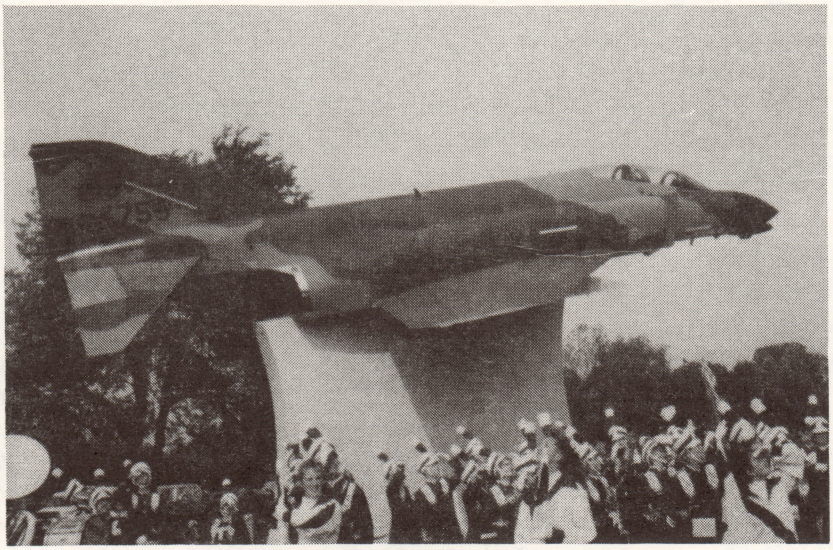
Northeast - Sussex, NJ: 100 members

Wisconsin/Illinois - Janesville, WI: 55 members

These totals include 203 Life Members. Also, since the adoption of the Junior Membership classification on January 1, 1992, we have enlisted 22 Junior Members (under 18 years old). ✪

Willow Run Division Maintains Vietnam Memorial

by Ralph Gilpin



In 1989 the YAF took on the routine maintenance of a pylon-mounted F-4D Phantom II located in Freedom Hill Park, Sterling Heights, Michigan. This aircraft is dedicated as a Vietnam War Memorial to those who served from Macomb County. As a civic service project the YAF offered to maintain the airframe against undue weathering, invasion by birds and to perform minor repairs as may be needed.

The plane's last active duty unit was the 457th Tactical Fighter Squadron (AF Reserve) at Carswell AFB, Fort Worth, Texas. In July 1987 it was deployed to Selfridge ANGB, Mt. Clemens, Michigan, for temporary duty with the Air Force Logistics Command. Upon taxiing out in the Spring of '88 to return to Carswell, it suddenly started excessively leaking fuel. Upon returning to the hangar, an inspection revealed a cracked spar that was not economical to repair, so the airframe was permanently grounded. The plane was subsequently used as a weapons loading trainer by the 191st FIG, MANG until July 1989. At that time it was written off.

The YAF immediately requested the aircraft for a static display at Willow Run. However the Charter Township of Harrison, the governing body that surrounds Selfridge Field (as it's still known locally) claimed it first. The YAF then offered to assist the Township in maintenance after it was installed in a suitable place. Ultimately. it was placed in Freedom Hill Park, on Metropolitan Parkway (16 Mile Road) east of Dodge Park Road, in Sterling Heights. The engineering and mounting on the pylon was donated labor, as was the pylon itself. YAF members have serviced it once this past summer and will be resetting the flaps, which came down during a storm this winter. In the spring it will be power washed through the courtesy of one of the local fire departments.

The Phantom is a genuine Vietnam veteran itself. An F-4D-32-MC, one of 88 in that production block, it was built at St. Louis in October 1967, and delivered to the USAF in January, 1968. First assigned to the 33rd TFW at Eglin AFB, FL, it moved to Ubon Royal Thai Air Force Base in Thailand in September 1969. While in both the 8th TFW and the 6498th Air Base Wing (Da Nang, Vietnam) it moved back and forth to Tainan AB, Taiwan (Formosa), Clark Field, Philippines, and Ubon, and it also did a stint in the 432nd TRW in 1974-75 at Ubon. After the end of the Vietnam War, it was deployed with the 8th TFW to Kunsan AB, South Korea in November, 1975, and served until December, 1982, when it transferred to the AF Reserve at Carswell.

The YAF is still interested in acquiring an F-4 for its own collection. The Air Force Museum offered the loan of one in 1990, but it was grounded in Texas and the cost of disassembly and transport to Willow Run was prohibitive. Our hopes remain high to find one closer to home. ✪

"Just Suppose"

Every Member did what you do;

Every Member thought as you do;

Every Member attended meetings with the regularity you do;

Every Member served on as many committees as you do;

Every Member brought in as many new Members as you do;

Every Member was as friendly, thoughtful and considerate as you are;

Every Member was as dependable, conscientious and enthusiastic as you are;

Every Member followed your example – what kind of organization would we have?

Think About It!

~ Submitted by Bill Bottle

YAF PEOPLE

North African Division, Air Transport Command's 1992 Reunion

Member **Truman J. Fisher** asked to "spread the word" on the NAFD-ATC Reunion October 5-7, 1992, in Reno, NV. At press time nearly 100 people had responded. Interested readers should act quickly, because arrangements must be finalized by August 1. The reunion contact is:
C.L. Parrott
140 Sugar Hill Drive
Sparks, NV 89433

The NAFD stretched across North Africa from Casablanca to Cairo and spots in-between (Algiers, Benghazi, Tripoli, and Tunis). Its primary aircraft were the C-46, C-47 and C-54. The latter also flew the South Atlantic route from Dakar to Natal, Brazil.

Before he enlisted as an Army aviation cadet, Fisher worked at the Willow Run bomber plant, hiring in as a riveter, and working up to a final inspector. Later he spent about a year in NAFD, at the base outside Tripoli. Assigned to the Priorities and Traffic Section, he helped load and unload aircraft, secured cargo, and calculated weight distribution.

He recalled that his base was previously named "Castel Benito," and had been considered the "Randolph Field of the Italian Air Force," because of its involvement in pilot training. The Italians had kept a live eagle in a cage at the base entrance. When the Allies took over, they built a new airfield on the shore of the Mediterranean Sea at Mellaha. Today, he opined. "it's probably being used by Qaddafi."

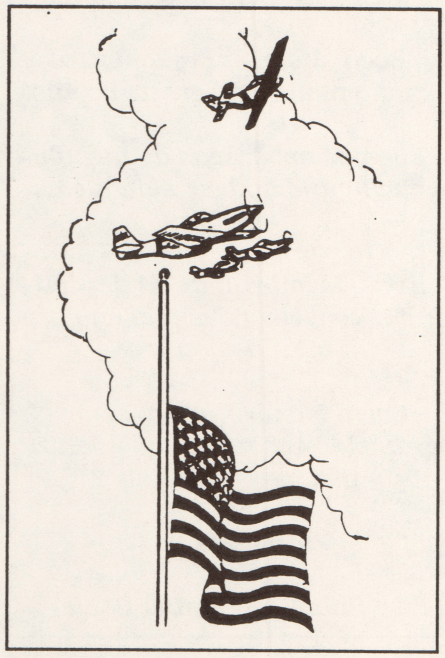
Fisher now resides in North Royalton, OH, a suburb of Cleveland. This severely limits his participation in YAF activities, however he worked on the dog tag crew at the Willow Run Airshow. He also suggested that the YAF attempt to identify former Willow Run workers.

Note: Locating Willow Run workers sounds like a good idea. Readers who worked in the bomber plant, or built C-119 transports when it was owned by Kaiser, are encouraged to contact the editor directly, or leave your name at the Membership Office. - Ed. ✪

NOTICE...

All candidates for election to office in 1992 must submit their resume and intent of candidacy to the hangar not later than 4 PM on Saturday August 15th. Any items which are mailed must arrive at the hangar by that time.

In Memory ...



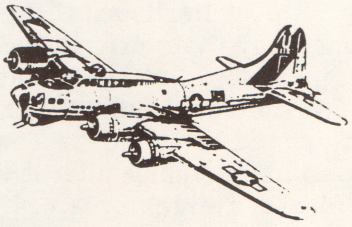
James Quiggins
YAF #2080
Mr. Quiggins passed away suddenly on May 15, 1992. He was active on the parking crew for YAF events, and contributed many hours on the PB4Y. He also installed the heating ducts in the meeting room. He will be missed by all.

Harold E. Sturm
YAF #581
Mr. Sturm died June 6, 1992 after a year-long battle with cancer. Born in Cedar Falls, IA, he served in WWII with the USAAF in the South Pacific. He moved to Ann Arbor in 1950, receiving an MA Degree from the University of Michigan. He taught school for several years, then worked for ERIM from 1953-1989.

Deaths Elsewhere:

James E. Webb, who led the U.S. space program to the moon, died March 27 in Washington D.C. at age 85. As NASA Administrator from 1961-68, he guided the agency through Mercury, Gemini, and the early phases of the Apollo program, as well as key unmanned space efforts. Astronaut Neil Armstrong became the first human to walk on the moon on July 20, 1969.

✪



Member Leads Bombardiers

Member **Lloyd Johnson** has recently undertaken added responsibilities on the Board of Directors of Bombardiers, Inc. As Vice Chairman of the Board for the past three years, he has assisted Mr. E. C. "Ned" Humphreys, Jr., the Founder, Chairman and Executive Director, who has to curtail his activities because of health problems.

Bombardiers, Inc. is a tax exempt, not-for-profit, Veterans organization chartered for the purpose of compiling and preserving the history of military aerial bombardment and the names and fate of those who performed in this capacity. Anyone who was a bombardier in WWII or the Korean War is eligible fo join. For $15 per year or $150 lifetime, one receives *Crosshairs* magazine four times a year, and may purchase bombardier mementos such as wings, mugs, caps and shirts. For the past six years a reunion has been held in the spring, and the 1993 reunion is planned for Orlando. There are 9,000 names in their computer, of which 2,900 are paid members. It is estimated that 40,000 bombardiers were trained during WWII.

Unlike the majority of bombardiers, who washed out of pilot training, Johnson always wanted to be one, from the time he saw the 1943 movie with that name, starring Randolph Scott and Pat O'Brien.

"When I was fifteen, I had my life planned six years in advance, and Hitler screwed it up. I wanted to win the war all alone as a lead bombardier in the Eighth Air Force," he said. When he indicated his duty preferences as bombardier, navigator, aerial gunner, ground crew, and pilot, in that order, the recruiter said, "You really don't want to be a pilot, do you?"

He graduated from bombardier school at Victorville, CA in 1944, survived transition training in Rapid City, SD, and joined the 390th Bombardment Group, 8th AF, flying B-17s out of Framlingham, Suffolk, early in 1945. Immediately upon arrival he requested lead bombardier duty. He flew his first mission to Hanover with another crew, which was the deputy lead. Tragically all of his original crew were lost that day in a mid-air collison.

Lloyd Johnson

Johnson flew eight combat missions as lead bombardier, followed by one "food mission." By the end of April 1945, flooding of the countryside and disrupted communications had isolated Wehrmacht divisions in Holland, however the Dutch population had been reduced to starvation level. The Allies arranged with the Germans for food supplies to be dropped to the Dutch by aircraft.

Johnson's drop zone was an area roughly the size of a football field near Utrecht, Holland. Onto this the formation would unload 3,600 pounds of rations from 200 feet. At that altitude the famed Nordon bombsight was useless, but the food would probably not fall like bombs did anyway. What raised the "pucker factor" was the discovery that the field was ringed by scores of hungry civilians. Johnson recalled thinking, "How tragic if they have survived five years of war, only to be killed by a falling bag of flour."

Fortunately all the supplies were delivered on target and with no casualties. Since then Johnson has met four people who were in the crowd around that field. One man claimed he would not have been born, had his pregnant mother not been strengthened by "Operation Manna."

Johnson presently owns radio station WAAM in Ann Arbor, and also serves on the President's Council for the Richard Nixon Library and Birthplace Foundation. This is the only presidential library which accepts no tax dollars. Johnson has known the former president personally for 18 years, initially as a contributor and trustee of the Richard Nixon Justice Fund, which was organized to help with his legal expenses growing out of Watergate. The fund was disbanded at Nixon's request when he began to receive earnings from his writings and appearances.

Readers may contact Bombardiers, Inc. at 500 Johnson Street, No. 1407, Daphne, AL, 36526, or telephone (205) 626-3920.

✪

At press time, word was received that **Kathie Dallape** has a malignant tumor on the lung. Our hopes and prayers for a complete recovery are with Kathie and her family during this difficult time.

~ ~ ~

Kathie has resigned as Corporate Treasurer. Any member wanting to be considered for this position should submit a request in writing to President Oberlee.

DIVISION NEWS

Northeast Division

Note: In late 1991 the NED Council adopted a new division patch, which is reproduced in the head of this column. It features the state of New Jersey between two red-white-blue top hats, which symbolize NED as the YAF's 2nd Division. In future issues of ***Yankee Wings****, each division's logo will appear in the head of its respective division report. -Ed.*

Recent NED Acquisitions

by Robert Fenner

This month we acquired some items for the museum. **Kim** and **Dennis Golderer**, **Fred Trudel** and **Pete Vajsabel** made a combination pleasure-business trip to Michigan to deliver three rolls of quilted soundproofing material to Headquarters, for use in the C-47.

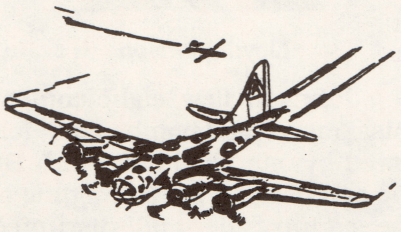
This quilting was donated to us by friends in South Jersey. Since we did not have a need for it and Headquarters did, we made a trade. In return for the soundproofing, we acquired a WWII engine heater, a combat gun-camera and a gunsight.

The engine heater needs to be refurbished, but it is functional. The gunsight and the gun-camera will be used as a display in the mini-museum at Teterboro.

Note: In the following article, Fred Trudel describes the NED members' trip to Michigan. It, and the above report, were taken from the March 1992 ***Yankee Clipper****. -Ed.*

Sometime in the last 6 months, during a routine flight of our C-47, *Yankee Doodle Dandy*, the cargo doors partially opened and the resultant breeze in the aircraft tore the overhead quilted material loose in the interior. The pilot turned the aircraft so the wind was no longer pulling the doors open, and the crew was able to secure them for the rest of the trip.

Initial thoughts on repairing the damage mentioned use of the custom-ordered quilting from the B-17 project. For some time now, the Northeast Division has been storing a quantity of aircraft quilting material, (originally procured for the C-47 nose section) that Bob Fenner had saved from his friends down in South Jersey. Plans were made to bring the quilting to Headquarters in February to coincide with the Fund Raising Dance for the rebuild of the 4th and final engine for the B-17 project.



We arrived at **Barb Sutton's** house early Saturday morning where we could finally close our eyes for a few hours. Barb and her husband **Don** had graciously offered their home to us to help keep the cost of this trip reasonable. For this we can never thank them enough.

After our nap, we went out to the hangar. Amid surprised and familiar faces we soon separated to investigate the various projects within the museum and hangar.

My main concern was the B-17 and I was soon involved in a lengthy discussion with **Frank Modlinski**, a tool and die-maker who is heavily involved with fabricating the necessary parts for this restoration.

The work that he was doing is primarily located in the bomb bay of the B-17. During its use as a fire bomber, our aircraft had been modified to carry a large tank and all the structural attachments for the bomb racks had been hacked out of the airframe. When I had last seen the aircraft (1990), the restoration crew had removed the upper portion of the fuselage that covers the bomb bay and radio compartment, aft of the upper turret. What I didn't know was that all this was necessary to access the ribs to which these brackets are riveted. Frank made all the necessary parts and pieces from the original design blueprints.

As it stands now, the bomb-rack attachment fittings are in place, and the upper portion of the fuselage has been restored and painted. New wing root fairings are being fabricated and the bomb racks themselves are almost ready for assembly.

Although we have a ball turret for this project, there are a few pieces missing, including the traversing ring gear and the arms that extend down to the sides of the ball itself. If you know of a source where these pieces can be acquired, please contact **Gary Wright** (our Liaison Officer) with details.

With the hangar closing at 4:00 pm, we gathered ourselves together and rushed back to Barb's house to get ready for the Dinner Dance. After hurriedly preparing ourselves in WWII uniforms, we headed to the VFW Hall.

At the Dance we encountered an atmosphere that only friends know of. It was as if we were next door neighbors just getting together for an evening out.

The B-17 crew had set up the freshly restored Cheyenne tail turret in one corner of the hall and suspended a large scale flying model of a B-17 (sans #1 engine) above the dance floor. The ca-

tered food was spread out on tables down the center of the dance floor, and was so good that I felt like going back for seconds although my pants convinced me not to. After dinner, the D.J. played a good selection of all types of music from the 30's through the 60's, and everyone had a grand time.

On Sunday we saw the interior of their most recent display, the Hawker Siddeley Argosy and were quite impressed with the size of this airplane. Many photographs were taken and should be available for viewing at the next general meeting. We came away from Michigan with a renewed sense of belonging and the feeling that we can call on our Headquarters for help.

By the way, if you have a special interest or research project that requires additional sources of information, you can send your requests to Gary Wright and they can then be forwarded to Headquarters. Perhaps Headquarters can shed some light on the information you require.

Northeast Division
by Gary Wright
Liaison Officer

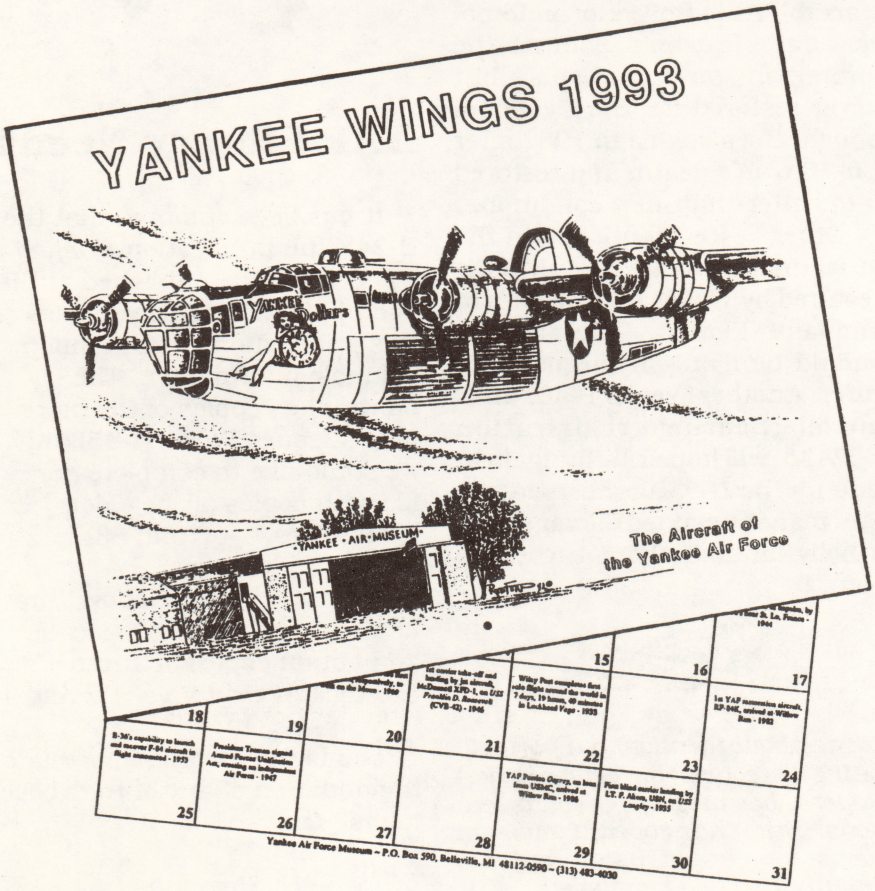
With the air show season upon us in the northeast, everyone is geared up for a great year. Our first two events went well for us. The first show at the Riveredge Library was a salute to World War II. We made many friends at the library and hope to get guest speakers for our geneal meetings.

The second show a Picatinny Arsenal was for Armed Forces Day. All I can say is what a day! Retail was wild – our hands could not move fast enough for this enthusiastic crowd. We were the only hot selling booth there. We then participated in the Englewood Memorial Day Parade. We even make money marching! We will do almost anything to get our hangar built!

The Council members are keeping a positive attitude regarding the hangar situation. What I like to say when asked is a little quote from the 1960's – "We get by with a little help from our friends."

I am proud to announce our very first Junior female member – my daughter **Vicky Wright**. Vicky has been active at the air shows for the last two years. She helps clean the L-2 and the Pembroke. **Ginny** keeps her busy helping out in retail, too. Everyone thinks we are related to Orville and Wilbur (but we're not). She represents the future of where our organization is headed. We must educate the children about aviation – past and future. ✪

1993 *Yankee Wings* Calendars Are Here



The 1993 calendar, featuring more original drawings of YAF aircraft and more historical date notes, went on sale at the Willow Run Air Show. Only 500 copies were printed, and they are available in Retail sales at $5.00 each. You can get two for $9.00, and three (or more) bought at the same time are just $4.00 each. You can get your member discount on top applied to these prices!

Because so many were printed (1500), 1992 calendars are still available at the low price of $2.00 each.

MUSEUMOLOGY

by Brian Rogers

NASM Gets Anti-Satellite Missile

An anti-satellite (ASAT) missile has been donated by the U.S. Air Force to the National Air and Space Museum (NASM) in Washington, DC. The 18-foot-long projectile is currently in storage at NASM's Paul E. Garber Facility.

Although NASM's ASAT was never launched, it flew attached to an F-15 Eagle for aerodynamic testing purposes. Five similar missiles were launched from F-15s; and, on September 13, 1985, one such ASAT destroyed a satellite orbiting at an altitude of 320 miles over the California coastline.

The first anti-satellite missile was developed in 1959 as a consequence of the Soviet Union's orbiting of Sputnik two years before. The early ASAT's intended targets would have been Soviet military satellites, including various intelligence gathering orbiters.

NASM's ASAT is one and one half feet in diameter and has black and white stripes that extend from its tan nose cone to its four tail fins.

~ ~ ~

Several World War II aircraft have been located in the former Soviet Union and are on their way to Britain and the United States for restoration, states an article in the April 1992 *Air Classics*. One notable find is a Luftwaffe FW-190A, which was found apparently undisturbed on the spot where it belly landed.

Another such airplane is a Handley Page Hampden, whose wreckage was recently found still bearing its Royal Air Force markings. The early World War II bomber was purchased by Air Canada Pilot Jeet Mahal, who is offering what is left of the plane to the highest bidder. The Hampden was shot down on September 5, 1942, near Petsamo in the Kola Peninsula. The pilot survived and was taken prisoner.

~ ~ ~

The Lone Star Flight Museum in Galveston, Texas, has acquired a flyable P-40M and hopes to keep it in fully operational condition, according to a recent *Air Classics'* Warbird Report. Formerly USAAF 43-5795, then RCAF 845, the P-40 was surplused in 1947 and moved to Seattle, Washington, where it was sold to a private buyer.

The airplane gradually deteriorated until it was purchased by Harrah's Auto Collection in Reno, Nevada. Harrah's painted the aircraft and put it on display, but never restored it. Bill Destefani bought the airplane in 1982 after Bill Harrah's death, and restored it to better-than-new condition.

Other P-40s mentioned in the article include a rare TP-40N being restored by Weeks Air Museum in Tamiami, Florida. The airplane should be flying in the near future. Another Weeks P-40, an E model bearing registration N62435, will hopefully fly again in time for the 1993 airshow season. The plane sustained damage from a belly landing about two years ago. ✪

The above mentioned report will be the last column by member Brian Rogers, because of personal reasons. Brian has covered museum news for over a year, and his contribution will be missed. -Ed.

Dutch WWII Resistance Member to Speak

A Dutch underground member, who asisted many WWII aircrewmen to escape capture and return to Allied hands, will be honored September 13, 1992, at VFW Post #4160 in Weidman, MI, which is near Mt. Pleasant. 8AF veterans and others interested in details should contact **Barbara Sutton** at the hangar or at (313) 533-7237 by September 1st. If enough people are interested, sharing of transportation can be arranged. ✪

YAF Library Needs

It has been rumored that the B-24 Club publication *Briefing* will cease to be published at the end of 1992. The back issues of this publication contain much valuable information. The Library has copies of the more recent issues (Nos. 34-45), but we sould like to complete our file with copies of the older issues (Nos. 1-30 and 33).

In addition to the above, the Library is still trying to locate and obtain copies of Juptner's *U.S Civil Aircraft* Vols. 1,2 and 4.

The Library would appreciate the donation of any of the above items. ✪

~ H. Sherman

Soviet Spacecraft Exhibit at USAF Museum

A rare opportunity to see Russian spacecraft will be available beginning June 19 at the U.S. Air Force Museum, near Dayton, Ohio. The museum is the second U.S. stop for "Red Star in Orbit," a special exhibition of Soviet spacecraft. It will remain at the museum through mid-September.

The exhibit is anchored by a Vostok capsule, which actually flew in the early years of the Soviet manned space program. Vostok is best known for the flights of Yuri Gagarin, the first man in space in 1961, and Valentina Tereshkova, who in 1963 became the first woman in space.

Full-size mock-ups include the Luna-24 Space Probe, used in unmanned moon expeditions to send back photos and soil samples; Sputnik 1, the satellite that in 1957 opened up the Space Age; and the descending module of a Soyuz spacecraft, which was a two and three-man capsule designed mainly for hook-ups to other vehicles such as the Mir space station.

The Mir, launched in 1986, is represented in one-third scale and is considered the first modular space station. It remains manned to this day. The Soyuz is best known in America for the famous 1975 space rendezvous between Soviet cosmonauts aboard Soyuz 19 and three American astronauts inside an Apollo spacecraft.

Sputnik launches not only created the first artificial satellite in space, but were also the first to carry a living creature in space, Laika the dog in 1957, and the first space vehicle to carry an earth observatory. The latter feat was accomplished with Sputnik 3 in 1958.

The Soviet exploration of Venus is represented by full-size, completely outfitted backups of the Vega and Venera 15 spacecraft. Vega released balloons in the atmosphere of Venus that transmitted data back to earth stations. The Vega landers plunged drills into the Venusian surface to provide analysis of the planet's soil.

Hanging from high above the museum ceiling is a full-scale Molniya 1 Satellite. The Soviets have launched approximately 127 satellites in the Molniya series resulting in improved color television transmissions, high-frequency communications capabilities and scientific measurements such as a study of particle flows in the earth's Van Allen radiation belts.

Also on display is a full-scale backup of the Lunokhod Lunar Rover, the only mobile, unmanned laboratory to explore the Moon by remote control. Between 1970 and 1973, Lunokhod vehicles provided over 80,000 television pictures of the lunar surface providing a more accurate picture of what the Moon is like.

Cosmonaut spacesuits on display represent the type worn by Vostok cosmonauts such as Yuri Gagarin and one of the suits worn by cosmonauts in the early Soyuz flights. Soviet artifacts, including space food and cosmonaut equipment will also be on display.

The spacesuits, Luna-24 Lander, Lunokhod Lunar Rover, Vega, Venera and Molniya are all backup flight hardware and could have been used for space travel with some modifications by the Soviets.

✪

Notice of Annual Meeting

The annual meeting of the Yankee Air Force will be held on Saturday, September 19, 1992 at 3:00 PM at the Willow Run Hangar to conduct such business as may be brought before it.

Upcoming Events at the Kalamazoo "Air Zoo"

The Kalamazoo Aviation History Museum, often referred to as the "Air Zoo," is an aviation museum two hours west of Willow Run. Located at 3101 E. Milham Road, on the south end of the Kalamazoo Airport, it features around 20 warbirds, nearly all of which are flyable. The museum also has a gift shop, reference library, and a public outreach in the form of occasional special events. There is an admission charge to the museum.

The following events are scheduled for the rest of 1992:

July 25: 50th Anniversary of the 1st Operational Sortie of the P-51. Vlado Lenoch will fly "Moonbeam McSwine" and WWII Mustang Fighter Pilot Bob Jones will speak.

August 8: Guadalcanal Memorial Service – 50th Anniversary of the beginning of the first land action of WWII that the U.S. won.

August 22: National Aviation Day (the 19th is the actual day). Booths from WMU Sky Broncos, Kal-Aero, Civil Air Patrol, EAA, etc.

Oct. 3 - Nov.1: Aviation Art of Myrna Beneteau and Rick Herter. Myrna is a novice but has a piece hanging in the Pentagon. Rick is preparing an all new show of his excellent work.

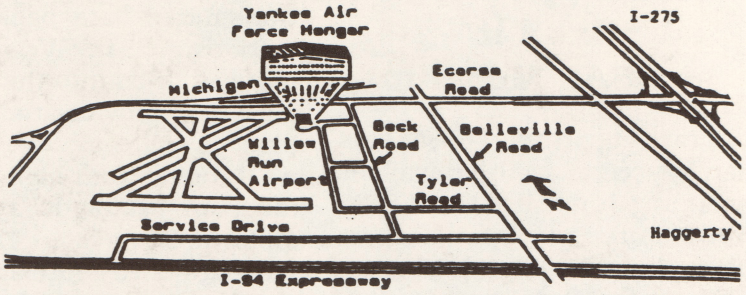
In addition to the firm dates listed above, the Museum Staff is contemplating activities for the following dates – your suggestions and input would be most appreciated, especially if you know someone who participated in these events:

Sept. 19-20(Poss.) – First flight of B-29
Oct. 24-25 – Battle of Santa Cruz
Nov. 7-8 – Operation Torch

All dates and activities are tentative and one should call the Museum at 616-382-6555 to make sure they will occur as planned. ✪

YAF HEADQUARTERS - WILLOW RUN AIRPORT

Take I-94 to Belleville Road exit, North to Tyler Road, west to Beck Road, turn right and enter through second gate on your left. Or take I-275 to exit 20 - Ecorse Road. Take Ecorse Road west to Beck, proceed south to first gate on your right.



CALENDAR

I. Standing Monthly Meetings:

1st Wed	Hq. Div. General Membership (WR)
- - -	Membership Staff (Tues following WR General Membership)
2nd Tue	Saginaw Valley Div. General Membership (SV)
2nd Tue	WI/IL Stateline Div. General Membership (WI/IL)
2nd Wed	Mid-Michigan Div. General Membership (MMD)
2nd Wed	B-17 Restoration Crew (WR)
2nd Sat	Security Committee - 10:00 am (WR)
2nd Sat	Static Aircraft Restoration Crews - 2:00 pm (WR)
3rd Tue	Saginaw Valley Div. Council (SV)
3rd Wed	National Board of Governors (WR)
3rd Wed	Northeast Div. General Membership - 7:00 pm (NED)
4th Tue	WI/IL Stateline Div. Council - 7:00 pm (WI/IL)
4th Wed	Northeast Div. Council (NED)
4th Wed	Mid-Michigan Div. Council (MMD)

II. Future Events:

August 23	Tri-City AP Open House, Saginaw, MI
Sept. 19-20	Founders' Day (WR)*

III. Notes:

- All meetings listed above are open to all YAF members.
- All meetings begin at 7:30pm, unless otherwise noted.
- Any additions or corrections to the calendar should be submitted to Jim Hanford, Tel. (313) 562-3283, by the copy deadline shown on this page.

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